

## PERSHING'S TROOPS NOW ON THE MARCH

Entire 12,000 Men in Mexico  
Will Be Brought Out as  
One Body.

MILITIA TO BE RELEASED

Strong Border Guard to Be  
Ready to Enter Again if  
Emergency Arises.

WASHINGTON, Jan. 27.—Withdrawal of the American troops from Mexico has been ordered by the War Department, and officials here expect that by Monday morning the entire column will be moving north. The exact time of the withdrawal is left by the department's orders to the discretion of Major-General Pershing, the border commander, and will be determined by his assessment of military conditions and facilities for transportation.

As soon as the regulars reach the border, a large proportion of the National Guardsmen still at the border, and possibly all of them, will be relieved and sent home for muster out.

It is expected here that about a week will be required to bring the entire command to the border.

Although officials have been silent on the subject of Mexico since failure of the joint commission negotiations, developments outwardly have coupled the troop withdrawal with Carranza's refusal to accept the Atlantic City protocol.

There have been reports that Carranza has plainly forecast an intention to let the First Chief settle for himself hereafter the main problem of endangering the tenure of the de facto Government.

**Rigid Border Control.**

A patrol considered adequate to protect the border will be maintained rigidly, however, and notices have been served on Carranza that the United States will not hesitate to use its armed forces again, if necessary, to protect American territory and American rights.

The American side of the joint commission told their Mexican colleagues at Atlantic City that this Government never would relinquish the right of unlimited and unrestricted pursuit of bandits guilty of border depredations.

That Gen. Pershing's command, sent into Mexico last March to disperse the bandits who raided Columbus, will be regrouped at the border and put into a condition of preparedness for a recurrence of raiding, is not doubted here, and in that connection army officers are observing with keen interest the preparations being made by Villa and his followers and allies to debate the territory that Pershing has vacated.

All the recent moves in the Mexican situation, however, and all those in contemplation, are kept under cover by the officials shaping the policy of the Administration.

After Carranza's return to the Atlantic City protocol without his signature, it was made known that when the time came for the next step it would be taken without announcement, and that the future policy of the Administration would be revealed only as it was translated into action.

In line with this decision, the War Department made no announcement of the withdrawal of troops and officials there and at the State Department and the White House rigidly preserved silence about Mexico.

**10,000 Are Concentrated.**

It is known, however, that President Wilson's determination to withdraw the troops followed closely upon the failure of Carranza to ratify the agreement.

Of the 12,000 men in Pershing's command, 10,000 have been concentrated at Colonia Dublan for the march north.

Most of that number have been there for many weeks, but a large part arrived within the last two days from El Valle, which has been the southernmost point of the expeditionary force since the light at Carrizal. The plan is to march the entire force out at the same time, leaving no detachment far to the rear as a bait for attacks from wandering bands of rebels.

It has been indicated that the border guard will be maintained indefinitely at almost its present potential strength, even if it is reduced in numbers. It is pointed out that the stationing of Pershing's 12,000 men along the border will make up for the withdrawal of more than an equal number of guardsmen, because a large part of the strength of the army on the border has been used up to now in supporting the column south of the line.

Many army officers high in the service believe that the withdrawal of Gen. Pershing will mean early occupation of the territory about Colonia Dublan by Villa and his followers. Gen. Obregon has ordered the forces of Gen. Murguia and Dieguez to that section, but information at the War Department indicates that Villa, with a strong command, has been moving steadily forward into strategic positions near by, prepared for a determined interference with Carranza's forces whenever he can get at them.

**PERSHING'S MEN START.**

**U. S. Troops Begin First Leg of Homeward March.**

El Paso, Tex., Jan. 27.—American troops of Major Pershing's punitive expedition tramped along the high road leading from Colonia Dublan to the border to-day on the first leg of their return from the march which took them into Mexico in pursuit of Francisco Villa.

To-night the troops were encamped about twenty miles north of the Mormon colony where Gen. Pershing has made his field headquarters since the expedition ceased its pursuit of Villa.

At sunrise the horse guard of the expeditionary force was on the way to the border, according to Americans who came from the front late to-day on trucks to Columbus, N. M. Gen. Pershing and his staff were expected to be among the last to leave field headquarters and will ride to the first night's encampment in automobiles with the rear guard, these arrivals said. The march will be resumed to-morrow.

**Stop at Las Palomas Lakes.**

Gen. Pershing was said to have arranged to establish his temporary field headquarters at Las Palomas Lakes, seven miles south of the border, where he would hold a general review before completing the march into Columbus. The actual crossing of the border would not occur, it was predicted to-night, until next week.

Following the troops were hundreds of refugees, prosperous Mormon families in comfortable farm wagons or in small motor cars. Some Mexicans rode in carriages, on horses, mules, burros and on the motor lorries of the expeditionary force, while hundreds of them and Chinese residents from the

## WILSON LOSES HOPE OF DRIVING SENATE

Administration Backdown on  
Legislative Programme  
Arouses Interest.

AGAINST EXTRA SESSION

Railway and Water Power  
Bills Among Those Likely  
to Be Jettisoned.

WASHINGTON, Jan. 27.—Democratic leaders in the Senate have practically abandoned the legislative programme of President Wilson. There is reason to believe the President, after a few visits to the Capitol to urge action, has realized the hopelessness of trying to drive the Senate and has given up the plan. At any rate some Republican Senators have learned on what purports to be high Democratic authority that the President probably will not call an extra session, even if the whole programme falls, provided the Senate passes the general appropriation bills and the revenue measure now before the House.

**RAIDS TO BE AVERTED.**

**Oregon Says Murguia Will Intercept Villa Column.**

MEXICO CITY, Jan. 27.—Gen. Obregon, Minister of War, announced to-day that complete preparations had been made for the occasion when Government troops of the position in northern Mexico from which Gen. Pershing withdraws, and that orders had been given to Gen. Murguia for such disposition of his troops as will prevent any raid by Villa.

"The military situation throughout the republic has improved immeasurably during the last month and Gen. Murguia's campaign in the north is proceeding with the utmost success," said Gen. Obregon.

"This is the first real campaign in the north against Villa and will be pressed home to the end. The Government never again will make the mistake of simply defeating and scattering the bandits, but will crush them beyond any chance of recovery or of future menace."

Villa, said Gen. Obregon, now is in the mountains of western Chihuahua, near the Sonora border.

Gen. Obregon expressed an urgent hope that, on the departure of Gen. Pershing's command, the American embargo on shipment of arms and ammunition to Mexico would be lifted, saying that such action would be material aid toward the prompt pacification of the entire country.

**MEXICANS BEATEN OFF.**

**Band, Which Fired on Utah Cavalry, Was Carranza's.**

TUCSON, Ariz., Jan. 27.—Fighting at Stonehouse, on the border near Arivaca, Ariz., between Mexicans and United States cavalrymen stopped at noon to-day, according to reports to-night. No casualties were reported on the American side. Mexican losses are unknown.

Mexican Consul Delgado at Nogales telegraphed to Sheriff R. H. Miller of Pima county here to-day that he believed the Mexicans were Carranza's soldiers. Authoritative reports from Arivaca, said the Mexicans were members of the Carranza garrison stationed on the border. The Mexicans fled at 10:30 o'clock this morning and the Mexicans crossed the border. They found no wounded or dead Mexicans.

Lying in rocks close to the international line, forty members of Troop E First Utah cavalry commanded by Lieut. Arrie kept up a fire across the border off and on all night. The Mexicans replied from their side of the line. This morning the men of Troop E were relieved by Troop F of the same regiment, sixty men in all, from Arivaca.

Mexican Consul Delgado said he was communicating with General Calles and Governor Flores in an effort to obtain an order withdrawing the Mexican troops from the district opposite Rio Line.

A message received at Nogales this afternoon from Arivaca said it was believed the Mexicans engaged were followers of Francisco Reyna, a bandit who boasted he had taken part in the Santa Ysabel massacre. Reyna is said to have opened recruiting headquarters at Sonoyta some time ago.

**Best & Co.**  
Established 1879  
Fifth Avenue at Thirty-fifth Street.

**Extraordinary Bargains**

**Women's Fur Coats**

2nd Floor.

Now

Formerly

Of Hudson Seal (died muskrat), Skunk trim'd. Formerly 145.00 125.00

Of Caracul, Black Fox trimmed. 275.00 195.00

Of Hudson Seal (died muskrat), Skunk trim'd. 275.00 245.00

Of Caracul, Lynx trimmed. 325.00 275.00

Of Caracul, Hudson Bay Sable trimmed. 350.00 285.00

Of Hudson Seal (died muskrat), Skunk trim'd. 375.00 295.00

Of Caracul, Black Fox trimmed. 400.00 300.00

Of Hudson Seal (died muskrat), Fox trimmed. 450.00 375.00

**Further Reductions**

**Women's Evening Wraps**

Now

Formerly

Of Brown Velvet, Fox trimmed. 115.00 98.50

Of Brown Velvet, Opossum trimmed. 125.00 110.00

Of Orange Chiffon Velvet, Mole trimmed. 155.00 135.00

Of Brown Chiffon Velvet, Opossum trimmed. 215.00 150.00

Of Blue Satin, Red Fox trimmed. 189.00 150.00

**"You Never Pay More at Best's"**

## WILSON LOSES HOPE OF DRIVING SENATE

Administration Backdown on  
Legislative Programme  
Arouses Interest.

AGAINST EXTRA SESSION

Railway and Water Power  
Bills Among Those Likely  
to Be Jettisoned.

WASHINGTON, Jan. 27.—Democratic leaders in the Senate have practically abandoned the legislative programme of President Wilson. There is reason to believe the President, after a few visits to the Capitol to urge action, has realized the hopelessness of trying to drive the Senate and has given up the plan. At any rate some Republican Senators have learned on what purports to be high Democratic authority that the President probably will not call an extra session, even if the whole programme falls, provided the Senate passes the general appropriation bills and the revenue measure now before the House.

**RAIDS TO BE AVERTED.**

**Oregon Says Murguia Will Intercept Villa Column.**

MEXICO CITY, Jan. 27.—Gen. Obregon, Minister of War, announced to-day that complete preparations had been made for the occasion when Government troops of the position in northern Mexico from which Gen. Pershing withdraws, and that orders had been given to Gen. Murguia for such disposition of his troops as will prevent any raid by Villa.

"The military situation throughout the republic has improved immeasurably during the last month and Gen. Murguia's campaign in the north is proceeding with the utmost success," said Gen. Obregon.

"This is the first real campaign in the north against Villa and will be pressed home to the end. The Government never again will make the mistake of simply defeating and scattering the bandits, but will crush them beyond any chance of recovery or of future menace."

Villa, said Gen. Obregon, now is in the mountains of western Chihuahua, near the Sonora border.

Gen. Obregon expressed an urgent hope that, on the departure of Gen. Pershing's command, the American embargo on shipment of arms and ammunition to Mexico would be lifted, saying that such action would be material aid toward the prompt pacification of the entire country.

**MEXICANS BEATEN OFF.**

**Band, Which Fired on Utah Cavalry, Was Carranza's.**

TUCSON, Ariz., Jan. 27.—Fighting at Stonehouse, on the border near Arivaca, Ariz., between Mexicans and United States cavalrymen stopped at noon to-day, according to reports to-night. No casualties were reported on the American side. Mexican losses are unknown.

Mexican Consul Delgado at Nogales telegraphed to Sheriff R. H. Miller of Pima county here to-day that he believed the Mexicans were Carranza's soldiers. Authoritative reports from Arivaca, said the Mexicans were members of the Carranza garrison stationed on the border. The Mexicans fled at 10:30 o'clock this morning and the Mexicans crossed the border. They found no wounded or dead Mexicans.

Lying in rocks close to the international line, forty members of Troop E First Utah cavalry commanded by Lieut. Arrie kept up a fire across the border off and on all night. The Mexicans replied from their side of the line. This morning the men of Troop E were relieved by Troop F of the same regiment, sixty men in all, from Arivaca.

Mexican Consul Delgado said he was communicating with General Calles and Governor Flores in an effort to obtain an order withdrawing the Mexican troops from the district opposite Rio Line.

A message received at Nogales this afternoon from Arivaca said it was believed the Mexicans engaged were followers of Francisco Reyna, a bandit who boasted he had taken part in the Santa Ysabel massacre. Reyna is said to have opened recruiting headquarters at Sonoyta some time ago.

**Best & Co.**  
Established 1879  
Fifth Avenue at Thirty-fifth Street.

**Extraordinary Bargains**

**Women's Fur Coats**

2nd Floor.

Now

Formerly

Of Hudson Seal (died muskrat), Skunk trim'd. Formerly 145.00 125.00

Of Caracul, Black Fox trimmed. 275.00 195.00

Of Hudson Seal (died muskrat), Skunk trim'd. 275.00 245.00

Of Caracul, Lynx trimmed. 325.00 275.00

Of Caracul, Hudson Bay Sable trimmed. 350.00 285.00

Of Hudson Seal (died muskrat), Skunk trim'd. 375.00 295.00

Of Caracul, Black Fox trimmed. 400.00 300.00

Of Hudson Seal (died muskrat), Fox trimmed. 450.00 375.00

**Further Reductions**

**Women's Evening Wraps**

Now

Formerly

Of Brown Velvet, Fox trimmed. 115.00 98.50

Of Brown Velvet, Opossum trimmed. 125.00 110.00

Of Orange Chiffon Velvet, Mole trimmed. 155.00 135.00

Of Brown Chiffon Velvet, Opossum trimmed. 215.00 150.00

Of Blue Satin, Red Fox trimmed. 189.00 150.00

**"You Never Pay More at Best's"**

## SENATORS ARE NOW FOR N. Y. MAIL TUBES

Mayor Mitchel and Postmaster  
Morgan Urge Committee to  
Retain Device.

DUE TO TRAFFIC PERILS

Postmaster Morgan and Inspector  
Myers Opposed More  
Motor Trucks.

WASHINGTON, Jan. 27.—Following the appearance before the Senate Committee on Post Offices and Post Roads to-day of Mayor Mitchel and Postmaster Morgan of New York, who came to urge on the Senate the retention of the pneumatic tube service, the statement was made by members of the committee that the Senate would retain the tubes and further than that House by inserting legislation in the post office appropriation bill to compel Postmaster-General Burleson to make the new contracts.

The House had voted to retain the pneumatic tube service by making the necessary appropriation for the tubes, but the Postmaster-General was credited with the statement that he would not make the contracts for continuing the service. Upon this understanding of his attitude the Senate will take no chances of having the will of Congress set aside and will make the matter mandatory.

Three official witnesses from New York came before the committee to recommend retention of the service, Mayor Mitchel, Postmaster Morgan and Inspector Myers of the Police Traffic Squad. Several commercial and civic bodies were represented at the hearing. All testified that it would cripple the city to cut down the system and Postmaster Morgan suggested it ought to be extended instead. The Postmaster also said the tubes should be made larger.

"The time is coming when, in addition to the present eight inch tubes, we should have tubes of the diameter of 24 or 36 inches. I am in favor of enlarging the tubes to 24 inches at once and cutting out the wagon service. This would be a matter of economy as well as convenience both to the Government and the city," said Mr. Morgan.

Mayor Mitchel dealt mainly with the effect on the traffic of the city of increasing the vehicular traffic by wagon or automobile service.

"There were 659 persons killed in the streets last year," said the Mayor, "and of these 105 were killed by motor trucks which represent less than 25 per cent. of the vehicles that move in the streets. I say in all solemnity that the traffic problem is a crushing one in New York city to-day. It has already cost the city millions and will cost millions more before we have solved it."

In closing the Mayor said: "I want to lay before this committee the lives of the city of the future, lay them on this table. The adoption by you of the recommendation of the Postmaster-General for the increase of motor trucks in the streets of New York will be an actual menace to us."

**Myers Is a Good Witness.**

Inspector Myers of the Traffic Squad proved to be an interesting witness before the committee of the Senate, just as he was before the House committee when the subject was up there.

"I do not want to see even one more man run over in a day of it," said Mr. Myers, "and one more would be like adding a drop of water to a pail already brimful."

It was pointed out to the committee that by actual count in a day of last year 3,407,000 vehicles and 15,545,000 pedestrians passed 464 crossings where policemen were stationed.

Among the commercial and civic organizations represented were the Merchants Association, Bronx Board of Trade, National Wholesale Druggists Association, Central Mercantile Association, National Clothiers, Silk Association, Broadway Association, Harlem Board of Commerce, Brooklyn Civic Club, Manufacturers and Business Men's Association, Fifth Avenue Association, Safety First Association, Cotton Exchange, Maritime Association, Automobile Dealers, Wholesale Grocers and others.

Several commercial and civic bodies were represented at the hearing. All testified that it would cripple the city to cut down the system and Postmaster Morgan suggested it ought to be extended instead. The Postmaster also said the tubes should be made larger.

"The time is coming when, in addition to the present eight inch tubes, we should have tubes of the diameter of 24 or 36 inches. I am in favor of enlarging the tubes to 24 inches at once and cutting out the wagon service. This would be a matter of economy as well as convenience both to the Government and the city," said Mr. Morgan.

Mayor Mitchel dealt mainly with the effect on the traffic of the city of increasing the vehicular traffic by wagon or automobile service.

"There were 659 persons killed in the streets last year," said the Mayor, "and of these 105 were killed by motor trucks which represent less than 25 per cent. of the vehicles that move in the streets. I say in all solemnity that the traffic problem is a crushing one in New York city to-day. It has already cost the city millions and will cost millions more before we have solved it."

In closing the Mayor said: "I want to lay before this committee the lives of the city of the future, lay them on this table. The adoption by you of the recommendation of the Postmaster-General for the increase of motor trucks in the streets of New York will be an actual menace to us."

**Myers Is a Good Witness.**

Inspector Myers of the Traffic Squad proved to be an interesting witness before the committee of the Senate, just as he was before the House committee when the subject was up there.

"I do not want to see even one more man run over in a day of it," said Mr. Myers, "and one more would be like adding a drop of water to a pail already brimful."

It was pointed out to the committee that by actual count in a day of last year 3,407,000 vehicles and 15,545,000 pedestrians passed 464 crossings where policemen were stationed.

Among the commercial and civic organizations represented were the Merchants Association, Bronx Board of Trade, National Wholesale Druggists Association, Central Mercantile Association, National Clothiers, Silk Association, Broadway Association, Harlem Board of Commerce, Brooklyn Civic Club, Manufacturers and Business Men's Association, Fifth Avenue Association, Safety First Association, Cotton Exchange, Maritime Association, Automobile Dealers, Wholesale Grocers and others.

Several commercial and civic bodies were represented at the hearing. All testified that it would cripple the city to cut down the system and Postmaster Morgan suggested it ought to be extended instead. The Postmaster also said the tubes should be made larger.

"The time is coming when, in addition to the present eight inch tubes, we should have tubes of the diameter of 24 or 36 inches. I am in favor of enlarging the tubes to 24 inches at once and cutting out the wagon service. This would be a matter of economy as well as convenience both to the Government and the city," said Mr. Morgan.

Mayor Mitchel dealt mainly with the effect on the traffic of the city of increasing the vehicular traffic by wagon or automobile service.

"There were 659 persons killed in the streets last year," said the Mayor, "and of these 105 were killed by motor trucks which represent less than 25 per cent. of the vehicles that move in the streets. I say in all solemnity that the traffic problem is a crushing one in New York city to-day. It has already cost the city millions and will cost millions more before we have solved it."

In closing the Mayor said: "I want to lay before this committee the lives of the city of the future, lay them on this table. The adoption by you of the recommendation of the Postmaster-General for the increase of motor trucks in the streets of New York will be an actual menace to us."

**Myers Is a Good Witness.**

Inspector Myers of the Traffic Squad proved to be an interesting witness before the committee of the Senate, just as he was before the House committee when the subject was up there.

"I do not want to see even one more man run over in a day of it," said Mr. Myers, "and one more would be like adding a drop of water to a pail already brimful."

It was pointed out to the committee that by actual count in a day of last year 3,407,000 vehicles and 15,545,000 pedestrians passed 464 crossings where policemen were stationed.

Among the commercial and civic organizations represented were the Merchants Association, Bronx Board of Trade, National Wholesale Druggists Association, Central Mercantile Association, National Clothiers, Silk Association, Broadway Association, Harlem Board of Commerce, Brooklyn Civic Club, Manufacturers and Business Men's Association, Fifth Avenue Association, Safety First Association, Cotton Exchange, Maritime Association, Automobile Dealers, Wholesale Grocers and others.

## BERNARD BAKER OUT BECAUSE OF M'ADOO

Resignation From Shipping  
Board Follows Secretary's Ad-  
vice on Chairmanship.

FOR PACIFIC COAST MAN

Baltimorean Declines to Com-  
ment on His Friction With  
Cabinet Officer.

WASHINGTON, Jan. 27.—The resignation of Bernard N. Baker of Baltimore from the newly appointed shipping board because of friction with Secretary McAdoo was formally announced in a statement issued by the latter. The statement discloses the fact that Mr. Baker resented Mr. McAdoo's interference in the organization of the board.

Mr. Baker himself has offered no public explanation of his action, but it is understood he is willing to allow the case to go before the country upon the facts as presented by Secretary McAdoo.

"It is true," says the Secretary, "that Bernard N. Baker has resigned from the shipping board and that the President has accepted his resignation. Mr. Baker resigned because I suggested to him that it would be wise in the circumstances if the board would consider giving the chairmanship to the Pacific coast. The President was in accord with this suggestion. Mr. Baker said he desired to think the matter over for the night. The next morning he sent in his resignation."

The selection of suitable men for the shipping board and the proper organization of the board has been a matter of great concern to the Administration ever since the passage of the shipping bill. The suggestion about the chairmanship was made in a spirit of cooperation and with a desire to be helpful. The board has the right under law to select its own chairman, but there is no reason why a suggestion from the Administration should not receive consideration. I have had a warm regard always for Mr. Baker and I regret his hasty action."

Under the law as originally introduced the Secretary of the Treasury was to be an ex officio member of the shipping board, but this provision was eliminated before it was passed and the board of five members was made independent. The President's approval of the course of Secretary McAdoo, although the latter had no voice in the board's affairs, is apparent from the fact that Mr. Baker's resignation was promptly accepted at the White House.

The Pacific member of the shipping board is William Denman of San Francisco. Why he should have been selected chairman over the other members the statement of Secretary McAdoo does not explain.

Mr. Baker took a conspicuous part in the legislative campaign for the creation of the shipping board and the establishment of an American merchant marine as a Government institution. At every turn in the sensational struggle over the bill, which was blocked at first by a spectacular filibuster in the Senate, he aided the Administration. He has also had extensive experience in shipping. He was an organizer of the Atlantic Transport Company.

Because of the part he had played in promoting the Administration's plans it was generally assumed that he would be made chairman of the board. Mr. McAdoo obviously had other plans. On the part of the Administration he was the one who led the long fight.

Mr. Baker declined to discuss the incident in any way. He takes the view, it is said, that the public will be able to draw its conclusions without further explanation from him.

**Myers Is a Good Witness.**

Inspector Myers of the Traffic Squad proved to be an interesting witness before the committee of the Senate, just as he was before the House committee when the subject was up there.

"I do not want to see even one more man run over in a day of it," said Mr. Myers, "and one more would be like adding a drop of water to a pail already brimful."

</